A. J. PRESCOTT.

Car Coupling.

No. 107,196. Patented Sept. 6, 1870.

Fig. 1

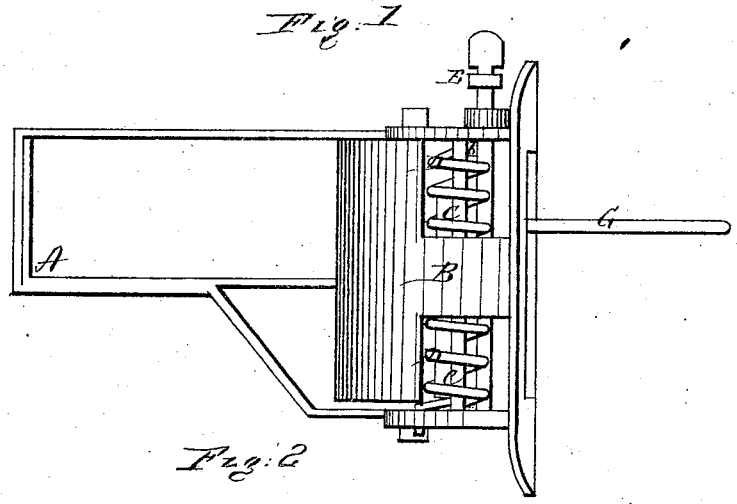


Fig. 2

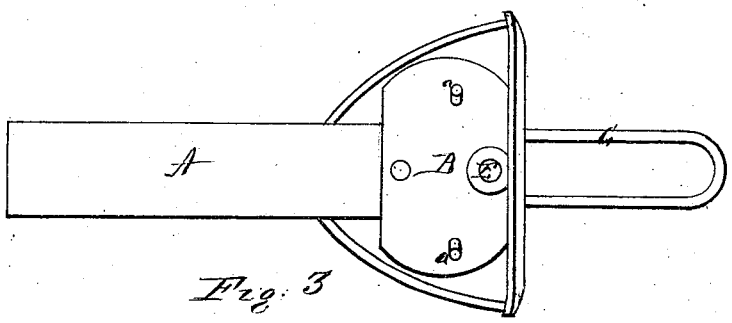
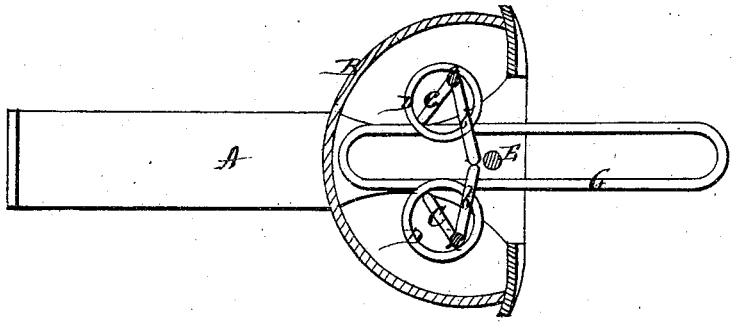


Fig. 3



Witnesses

C. L. Burt,

A. B. Mann

Inventor.

Andrew J. Prescott

per Alexander Mason

Attys

United States Patent Office.

ANDREW J. PRESCOTT, OF CATAWISSA, PENNSYLVANIA.

Letters Patent No. 107,196, *dated September* 6, 1870.

IMPROVEMENT IN CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, ANDREW J. PRESCOTT, of Catawissa, in the county of Columbia and in the State of Pennsylvania, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, which is so arranged that cars of an unequal height can be coupled with the same ease as those of the same height.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side view,

Figure 2, a plan view, and

Figure 3, a horizontal section of a draw-head or bumper, with my improved coupling.

A represents the draw-bar, and

B, the head or bumper, which extends a suitable distance below the draw-bar, as shown in fig. 1.

On each side of the entrance, within the head B, is placed an upright bar, C, turning on pivots at its ends, and surrounded by a spiral spring, D, the lower end of which is inserted in the bottom of the head, as shown in fig. 1, while the upper end bears against an arm, *b*, extending from the upper pivot, *a*, of the bar, immediately below the top of the head.

The bars C C, with their springs D D and arms *b b*, are so arranged that, when no coupling-link or pin is in the head B, the arms *b b* will be immediately under the hole in the top of the head through which the coupling-pin E is to pass, and hence form a rest for said pin. The coupling-link G is constructed in the usual manner.

It should be here remarked that the lower pivots of the bars C C are inserted and fit nicely in holes made for them in the bottom of the head, while the upper pivots *a a* are placed in elongated slots in the top of the head, as shown in fig. 2.

When the coupling-link G is inserted, it not only presses the bars C C, or rather the upper ends of said bars, outward, but also turns them inward on their pivots, thereby removing the arms *b b* from under the coupling-pin E, which then falls down and couples the cars.

In so inserting the coupling-link the springs D D act as guides for the link, preventing it from turning, and, at the same time, the construction of the head admits of coupling cars of unequal height. It does not matter where the link enters, whether high up or low down, it acts in precisely the same manner upon the bars C C. As soon as the pin E is raised up and the link withdrawn, the springs D D, pressing upon the arms *b b*, at once turn the bars C C, so that the said arms will come under the coupling-pin, and form the rest for the same, as above described.

The springs D D also act to hold the coupling-link wherever it may be inserted, the coils of said springs dividing the height of the head into spaces of about the same width as the thickness of the link. The bottom bar of the draw-bar A passes through the head B at or about its center, and may be raised or lowered slightly at the entrance to the head, the sides of said entrance being slotted for that purpose.

The object of this is that, in case the coupling-link should strike immediately above or below said bar, the springs would be drawn out of shape, unless this bar yielded sufficient to allow the link to pass.

The upper pivots *a a* of the bars C C work in slots in the head, so that, when the link is inserted, the upper ends of said bars will separate slightly, thereby allowing the arms *b b* to pass each other, which they could not do if the bars C C remained at the same distance apart.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

1. The bottom bar of the draw-bar A, extending through the center of the head, and working up and down in slots on the same, substantially as and for the purposes herein set forth.

2. The combination of the bars C C with arms *b b* and springs D D, constructed and arranged as described, within the draw-head B, and operating substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand this 22d day of July, 1870.

ANDREW J. PRESCOTT.

Witnesses:

A. N. MARR,

A. A. YEATMAN.